

**MINUTES OF THE
TRAFFIC COMMISSION
Monday, July 14, 2014
City Hall, Room 207
5:30 pm**

MEMBERS: Chairperson Matt Kuepers, Vice Chairperson Bryan Lipke, Alderman Mark Steuer, Captain Jeremy Muraski, Victoria Kassab, and Daniel Theno

ABSENT: Charles Karow (excused)

OTHERS PRESENT: Alderman David Nennig, Recording Secretary and Traffic Engineer David Hansen

GENERAL BUSINESS

1. Approval of the minutes from the June 9, 2014, Traffic Commission meeting.

A motion was made by D. Theno, seconded by V. Kassab, and carried to approve the minutes from the June 9, 2014 Traffic Commission meeting.

2. Approval of the agenda.

Agenda items were taken in the following order: 1-3, 6, 4, 5, 7-10.

A motion was made by Ald. Steuer, seconded by D. Theno, and carried to approve the amended agenda.

3. Report by the Police Department of the 2014 1st quarter serious injury and fatality crashes. **(All Alderpersons)**

City Traffic Engineer David Hansen clarified that the request mistakenly referred to Quarter 1, not Quarter 2. Captain Jeremy Muraski summarized the 3 fatalities that occurred during the 2nd quarter. Two of the crashes involved high speeds on unfamiliar motorcycles. The remaining crash involved an elderly male who passed away prior to the crash. None were alcohol, road design, or vehicle defect related.

A brief discussion took place on the definition of a serious injury.

A motion was made by Ald. Steuer, seconded by D. Theno, and carried to receive and place on file the report by the Police Department of the 2014 2nd quarter serious injury and fatality crashes.

INITIAL REQUESTS

4. Request by the Police Department to review, with possible action, the need for adult crossing guards at the following locations: Hillside Lane at Bader Street; East Mason Street at Schoen Street; Main Street at Baird Street; and Roosevelt Street at Cass Street. **(Alds. Nicholson, Tim De Wane, Nennig, and Scannell – Districts 3, 4, 5, and 7)**

Eng. Hansen stated that he evaluated the 4 locations based on the Adult Crossing Guard study methodology that was adopted by City Council in November 1964. Using this methodology, a “hazard rating” range is calculated, and must exceed 16 in order to meet the crossing guard warrant. Eng. Hansen also used other engineering factors such as stopping sight distance (SSD), intersection sight distance (ISD), and crash history when forming his recommendations. He displayed maps and photos for each guard location.

Hillside-Bader (Ald. Nennig - District 5). Eng. Hansen stated that the intersection operates under a 2-WAY STOP condition where Hillside Ln traffic stops for Bader St traffic. The maximum hazard rating range was 7.9 which occurred during the PM release time of Saint Bernard Catholic School during an observation on Wed May 21, 2014. Although the hazard rating was nearly half of the required value to warrant a crossing guard, he stated that he had concerns with the SSD of northbound (NB) Bader St traffic (existing = 300 ft, minimum required = 200 ft) and ISD (existing = 300 ft; minimum 335 ft required). He stated that there is a limited view from the EB stop location due to the hill and curve south of the intersection. Flashing beacons and signs are present in advance and at the intersection in both directions. Although the calculated required SSD is 200 ft for a design speed of 30 mph, there is the downgrade of NB Bader St that adds to that value. Minimum ISD is not met. Although the hazard rating was not exceeded, the unique intersection geometry and approaches, the documented children pedestrians presence, and low ISD, contributed to Eng. Hansen to recommend continuing the use of an adult crossing guard at this location.

Ald. Nennig stated he received phone calls from constituents in support of keeping the guard. The alder stated he supports staff's recommendation to continue use of the guard.

A discussion took place on who asked for the guards to be removed. Capt. Muraski stated that Crossing Guard Administrator Ken Brodhagen requested DPW to evaluate the 4 locations under consideration this evening. Capt. Muraski supports DPW's recommendation to keep a guard at Hillside-Bader, and added that as a patrolman, he has issued many speeding citations along Bader St.

Eng. Hansen stated that the hazard rating wasn't met, and because of that, there was an early recommendation to remove the guard. But as presented tonight, the final recommendation took other items into consideration, which resulted in a change from the preliminary recommendation. He received an email from the principal of Martin Elementary who summarized the concerns of citizens/parents/school staff if the guard was removed.

Mason-Schoen (Ald. Nicholson - District 3). Eng. Hansen stated that the intersection operates under a 2-WAY STOP condition where Schoen St traffic stops for E Mason St traffic. Eng. Hansen stated that the maximum hazard rating range was 19.3 which occurred during the PM release time of Eisenhower Elementary during an observation on Wed May 28, 2014. Although the hazard rating exceeds the required value to warrant a crossing guard, he stated that his study confirmed reports that no children crossed at this location. Given no children are crossing, he recommended discontinuing the use of the adult crossing guard at this location. The existing pedestrian crossing warning signs on E Mason St, however, should remain in place.

D. Theno questioned if children crossed at Schwartz St. Eng. Hansen stated that he has worked closely with Eisenhower Elementary staff to improve traffic, parking, and pedestrian conditions for that school. He presumes that with the improved pick up and drop off procedures that all children north of E Mason St are being driven by an adult resulting in no crossings of E Mason St. Eng. Hansen is unaware of kids crossing at Schwartz St. D. Theno stated he has a general concern with E Mason St, but accepts the results of the study. Capt. Muraski added that Adm. Brodhagen sent a letter to Eisenhower Elementary staff notifying them that they are recommending the removal of the guard at this location, and that school staff had not responded to this notification. Ald. Steuer stated he would have concerns if children did come from the north crossing E Mason St. Eng. Hansen stated that if children were crossing here, he would change his recommendation.

Main-Baird (Alds. Nennig & Scannell – Districts 5 & 7). Eng. Hansen stated that the intersection operates as a traffic signal. Eng. Hansen stated that the maximum hazard rating range was 16 which occurred during the PM release time of East HS and Washington Middle during an observation on Thu May 22, 2014. However, only middle and high school students are crossing at this location. The long-standing policy is to only employee adult crossing guards at warranted locations where elementary students cross. Pedestrians are accommodated through the use of push buttons, pedestrian signals,

and high visibility crosswalk markings. He recommended discontinuing the use of the adult crossing guard at this location.

Ald. Steuer questioned how guards are assigned to corners. Eng. Hansen responded that permanent guards are each assigned an intersection, and that there is a relief pool as well for those on vacation, sick, etc. Adm. Brodhagen fills in as well if need be.

Roosevelt-Cass (Ald. Tim De Wane - District 4). Eng. Hansen stated that the intersection operates under a 2-WAY STOP condition where Cass St traffic stops for Roosevelt St traffic. Eng. Hansen stated that the maximum hazard rating range was 4 which occurred during the PM release time of Saint Thomas More Catholic School and Saint Paul Lutheran School during an observation on Tue May 27, 2014. School pedestrian crossing signs exist for children crossing Roosevelt St in both directions. The SSD and ISD far exceed the minimum requirements. He recommended discontinuing the use of the adult crossing guard at this location.

A discussion took place that both the vehicle and pedestrian volumes were low at this location.

A motion was made by Ald. Steuer, seconded by D. Theno, and carried to:

A. Discontinue the use of adult crossing guards at East Mason Street and Schoen Street, Main Street and Baird Street, and Roosevelt Street and Cass Street.

B. Continue the use of an adult crossing guard at Hillside Lane and Bader Street.

5. Request by the Green Bay Police Department to establish a NO PARKING HERE TO CORNER zone on the north side of 5th Street just west of South Broadway. **(Ald. Zima – District 9)**

Eng. Hansen displayed a map and photos of the location. He stated that the tavern located on the northwest corner of Broadway/5th is a popular establishment which oftentimes has overflow parking onto 5th St. GBPD staff has concerns with the narrowness of the street when vehicles park between the tavern's driveway and the intersection. Eng. Hansen stated his support for the request.

A motion was made by D. Theno, seconded by B. Lipke, and carried that, on a 90-day trial, to establish a NO PARKING zone on the north side of Fifth Street from Broadway to a point 80 feet west of Broadway.

REFERRED BACK FROM STUDY

6. Request by Ald. Kocha to discuss, with possible action, removal of the NO PARKING TO CORNER signs on the northwest corner of Mills Street and Henry Street, to make parking on both streets legal on that corner, in order to accommodate a new business. [Motion to refer to DPW staff] **(Ald. Nennig – District 5)**

Eng. Hansen presented photos and maps of the location for discussion. He stated that there are 2 curb cuts within the existing NO PARKING HERE TO CORNER zones. Results of the truck count were that trucks are using Mills St to access Atlas Cold Storage most all hours of every day. Given the truck hours and the tire marks showing the swept path of the trucks, the NO PARKING zone on Mills St should remain. Eng. Hansen showed photos of the limited existing intersection sight distance for EB vehicles looking north, where the building, landscaping, and utility poles all contributed to the limited sight distance. Adding on-street parking to Henry St in the requested area would shorten up the sight distance even more, making it substandard to the required 335 ft (design speed 30 mph) of ISD and 200 ft SSD. Eng. Hansen recommended preserving the existing NO PARKING zones given the wide swept path of trucks turning (Mills St), and the restricted sight distance (Henry St) at the intersection.

A discussion took place about the costs to close curb cuts; the previous and current business use (Green Bay Building Supply, and Stillmank Brewery); that the requestors are concerned that their customers will receive parking citations; and the pros and cons of painting curb yellow.

Ald. Nennig stated that only time will tell how much traffic and parking will occur at the new business, and inquired if the business owners were contacted. Eng. Hansen stated he left a voicemail for the owner. Ald. Nennig did as well.

A motion was made by D. Theno, seconded by B. Lipke, and carried to receive and place on file the request by (former) Ald. Kocha to discuss, with possible action, removal of the NO PARKING TO CORNER signs on the northwest corner of Mills Street and Henry Street, to make parking on both streets legal on that corner, in order to accommodate a new business.

7. Request by Ald. Tim De Wane to change the 2-WAY STOP condition on Eliza Street at Roosevelt Street to a 4-WAY STOP condition. [Motion for DPW staff to conduct a speed, traffic count, and pedestrian study of the intersection of Eliza Street at Roosevelt Street] **(Ald. Tim De Wane – District 4)**

Eng. Hansen stated that an all-way STOP warrant analysis was conducted. The warrant was not met. A pedestrian count was conducted during a typical summer day (Mon Jun 30) from 11 AM to 1 PM. There were 11 peds crossing the W approach, 14 peds crossing the N approach, 12 peds crossing the E approach, and 31 peds crossing the S approach. He noted during his independent observations that there were more groups than individuals crossing at the intersection, such as a parent with multiple children. He summarized the pedestrian-vehicle conflicts. He summarized collected speeds at all midblock approaches to the intersection. 85th percentile speeds (meaning 85 percent of all sampled vehicles were traveling at or below) were 26.7 mph eastbound (EB), 28.4 mph northbound (NB), 34.2 mph southbound (SB), and 27.5 mph westbound (WB). No speeds exceeded 30 mph with the exception of the SB movement between the hours of 11 AM and 1 PM. There was 1 non-reportable crash that occurred at the intersection since 2010 (EB vehicle rear-ended another EB vehicle (UPS truck) at the STOP sign; no injuries). There is a 4-WAY STOP condition one block north of this intersection. Traffic volumes should be about the same. That said, Roosevelt/Portier likely is an unwarranted 4-WAY STOP which could be contributing to the high SB speeds on Roosevelt St as motorists are attempting to make up for lost time. Given the proximity to a park and that relatively high pedestrian volumes exist, Eng. Hansen recommended to keep the 2-WAY STOP in place and for speed enforcement along southbound Roosevelt St near the intersection.

V. Kassab stated her concern if a 4-WAY STOP were installed at Roosevelt/Eliza, as it would provide a false sense of security for pedestrians along a corridor with consecutive 4-WAY STOPs, and would eventually be ignored by motorists.

A motion was made by V. Kassab, seconded by D. Theno, and carried that the Green Bay Police Department conduct speed enforcement along South Roosevelt Street near Astor Park.

TERMINATION OF TRIAL PERIODS

8. That, on a 90-day trial, to remove the NO PARKING zone on the south side of Dousman Street from Taylor Street to Fellows Drive.

A motion was made by Ald. Steuer, seconded by D. Theno, and carried to remove and adopt by ordinance the NO PARKING zone on the south side of Dousman Street from Taylor Street to Fellows Drive.

9. That, on a 90-day trial, to establish a NO PARKING zone on the south side of Dousman Street from Taylor Street to a point 170 feet east of Taylor Street.

A motion was made by Ald. Steuer, seconded by D. Theno, and carried to establish and adopt by ordinance a NO PARKING zone on the south side of Dousman Street from Taylor Street to a point 170 feet east of Taylor Street.

10. That, on a 90-day trial, to establish a NO PARKING zone on the south side of Dousman Street from a point 20 feet west of Westplain Drive to a point 10 feet east of Westplain Drive.

A motion was made by Ald. Steuer, seconded by D. Theno, and carried to establish and adopt by ordinance a NO PARKING zone on the south side of Dousman Street from a point 20 feet west of Westplain Drive to a point 10 feet east of Westplain Drive.

There being no other items of discussion, a motion was made by B. Lipke, seconded by D. Theno, and carried to adjourn from the regular order of business. The meeting ended at 6:35 P.M.

The next Traffic Commission meeting is scheduled for Monday, August 18, 2014 at 5:30 P.M. in Room 207.

RECORDING: The audio from this meeting will be recorded and made available online at www.green-bay.org.

ACCESSIBILITY: Arrangements for any person wishing to attend who requires special accommodation because of a disability should contact the City Safety Manager at 448-3125 at least 48 hours before the scheduled meeting time.

QUORUM: Please take notice that it is possible that additional members of the Council may attend this Commission meeting, resulting in a majority or quorum of the Common Council. This may constitute a meeting of the Common Council for purposes of discussion and information gathering relative to this agenda.

REPRESENTATION: The party requesting the communication, or their representative, should be present at this meeting.